





## Intimations.

DAKIN, CRUICKSHANK & CO., LD.,  
VICTORIA DISPENSARY.

## SUMMER DRINKS.

FRUIT SYRUPS,  
In Bottles at 75 Cents.

## AERATED WATERS.

D. C. & Co.'s  
LIQUEUR AND OTHER WHISKIES.

## CLARETS.

MEDOC.

Per Case, Plats.....\$5.50

Per Case, Quarts.....\$5.00

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Per Case, Plats.....\$7.50

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Per Case, Quarts.....\$7.50

DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY.

HONGKONG.

Hongkong, 14th July, 1894.

A. S. WATSON & CO.,  
LIMITED.VEGETABLE & FLOWER  
SEEDS.

SEASON 1894-95.

SEED LISTS, with hints for Gardening, are  
NOW READY, and Orders are being booked  
for delivery on arrival of the Seeds. They will  
be executed in the sequence in which they are  
received as long as the supply lasts.

EARLY SOWINGS are to hand by Parcel Post

## CELERY SEED:—

SOLID WHITE  
MANCHESTER RED  
SULHAM'S PRIZE PINK  
WRIGHT'S GIANT WHITE  
WHITE PLUME;

Also,

## CINERARIA:—

MARITIMA  
JAMES'S PRIDE.The above can be sown now and next month  
in boxes under cover, protected from ants.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for  
use in the Garden generally: it supplies natural  
nourishment to the soil, and assists the process  
of assimilation, thereby aiding the Plants to  
attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each.....\$1.75

25 lbs. ....\$4.50

Directions for Use are given on the Label.

## RANSOME'S "NEW PARIS"

## LAWN MOWERS,

The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong 30th July, 1894.

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It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph" and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor" and  
not to individual members of the staff.  
Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily for  
publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always  
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affecting the community, it must be distinctly understood that  
the Editor does not in any way hold himself responsible for  
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## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 30, 1894.

WANTON DESTRUCTION OF  
OPIUM BY THE GOVERNMENT.

On the 30th November, 1893, we chronicled one of the most extraordinary burials ever witnessed in this land of strange sights and still stranger customs, manners and policy. It was not a hapless victim of the plague or cholera that was consigned to the deep on that occasion, nor was it the lifeless remains of some Government dolt or anything half so uninteresting, for, as a matter of fact, it was the sudden lifeless remains of an opium seizure effected on board the steamer *Pang* some four or five months previously. As no owner of the drug, some 600 taels of prepared Malwa, could be found, no prosecution followed, and after a lengthy official procrastination for the period just named, the Governor-in-Council, by virtue of the provisions contained in sections 38 and 39 of *Ordinance 21* of 1891, decided to finally dispose of the drug by having it decently "buried at sea," instead of selling it to the Opium Farmer who offered about \$150 for it, and who alone has the right to possess prepared opium in this Colony. On that occasion the *Hongkong Telegraph* pointed out that the action of the authorities was neither sensible nor diplomatic and that the Opium Farmer, who made a reasonable offer for the drug, should have been shown not merely every possible consideration, but the most extreme liberality.

One would have thought that the exhibition of short-sightedness to which we then felt bound to draw attention would have sufficed for a decade at least. Not so, however, for on Friday last the Inspector of the Water Police, acting under the orders of the Government issued through the Captain Superintendent of Police, destroyed by fire seven balls of raw opium which had been picked up in the harbour a few weeks previously by a *lukung* and for which the Opium Farmer had, in the usual way, made an offer which the Government again declined to accept—on the ground, we believe, that it was not sufficient. Now, it is perfectly clear that the Government has stultified itself in this as in the previous instance by entering into negotiations with the Opium Farmer and then subsequently deciding to follow the precedent set by the British Customs of destroying all contraband goods seized by its officers. In this case the loss to the revenue does not amount to much—something under \$1000 we understand—but that is not the point. Considering the large sum annually contributed to our revenue by the lessee of the Opium Farm, it would certainly appear to be the Government's most judicious policy to show him the greatest consideration, within the limits of the law and the interests of the colony, in every possible direction; but the contrary has been the case, as shown by the two petty exhibitions of official mud-headedness to which we have above referred. Had any difference as to the price of an article arisen in any commercial house, a neutral arbitrator would at once have been selected to settle the matter in dispute; but unfortunately for the ratepayers the Government of Hongkong is not managed on business principles, and in the instances under review the colony's money has been wantonly wasted and probably the future revenue from the Opium Farm considerably reduced.

## TELEGRAMS.

## THE WAR IN THE NORTH.

LONDON, 27th July.  
Reuters' agent in Shanghai wires that war has been declared between China and Japan.  
It is reported that several Chinese warships are in trouble.  
The Korean telegraph lines are interrupted.

## THE LIVERPOOL CUP.

The LIVERPOOL CUP (handicap): Cup course, one mile and three furlongs.  
Duke of Beaufort's b. c. Son of a Gun, by Pelican—Thos.  
Mr. J. H. Houldsworth's b. c. Bushy Park, by Hampton—Sunshine.  
Mr. P. Buchanan's b. c. Newcourt, by Highborn—Orange Blossom, R.W. Colling 3.

## THE EVICTION BILL.

The *Evicted Tenants Bill* (Ireland) has passed the second reading in the House of Commons by a majority of 32.

## THE WAR IN THE NORTH.

Private telegraphic advices received here from Tientsin this forenoon are to the effect that the Chinese have been severely defeated by the Japanese at Asan and near Pingyang, in Korea.

## TYPHOON WARNING.

Mr. E. Orin, Spanish Consul at this port, courteously informs that he has received the following telegram from Manila:—

"There is a depression north-east of Manila in the Pacific."  
The weather forecast issued by the Acting Director of the Observatory to-day contains the following remarks:—On the 30th at 11.17 a.m., the barometer falling at Bolinao, gradients gentle. On the 30th at 11.30 a.m., the barometer falling slightly on the south-east coast, and there are some indications of a depression to the Eastward in the Pacific. Gradients gentle. Sea smooth. Weather fine.

## LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Aden* left Bombay for this port on the 28th inst.

Dr. SHARP's latest in our next issue. No space available to-day for the Grand Old Dodger.

THE Russian steamer *Tancho* arrived at Hankow on the 19th instant to load sugar for Odessa.

THE disabled steamer *Shigen* arrived at Shanghai on the 22nd inst., in tow of the *Tungchow*.

THE Canadian Pacific R.R. Co.'s steamship *Empress of India* arrived at Vancouver on the 27th inst. at 7 p.m.

A SPECIAL meeting of the Sanitary Board will be held to-morrow at 4.15 p.m., to consider the question of the Separate System.

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mail, &c., left San Francisco for this port, via Yokohama, on the 26th inst.

THE returns of the number of visitors to the City Hall Museum for the week ended, July 29th, are:—Europeans, 89; Chinese, 440; total 529.

RELIABLE information reaches us that a couple of plague-stricken corpses were landed from a steamer in Kowloon Bay on Saturday and duly 'planted' a short distance in the interior.

It is notified in the *Gazette* that next Monday, August 6th, being a Bank Holiday, will be observed as a holiday by the Government Departments.

THE "blue funnel" steamer *Mamoon*, Capt. Branch, which went into dock last Thursday, came out to-day, and will leave for Kudat and Sandakan to-morrow.

Berlin Blot (angrily)—Vols dot? Old Soak (taking it calmly from his pocket)—That is G. Sharp's patent elixir of life. Berlin Blot—Ach, donner und blitzen! I change it for ein pot of tchin.

WE have received from Messrs. Kelly & Walsh, Ltd., "A Descriptive Dictionary of British Malaya," by Dr. N. B. Denner, a large and handsomely got up volume, which we hope to review at length later on.

COLONEL BARROW paraded the Hongkong Regiment at Kowloon on Saturday, but was unsuccessful in detecting the perpetrators of the outrage reported in our columns recently. The Afghan warriors all pleaded ignorance.

THE twelfth birthday of the Emperor Kwang-su caused a very little excitement in local Chinese circles last Saturday. *La peste bubonic* has knocked all the celebration *glades* out of the vast majority of our Celestial neighbours for a long time to come.

WE regret to observe that dysentery is prevalent in Bangkok and with fatal effects. A number of deaths have been reported recently, among other victims being Capt. Williams, of the ship *Tweeddale*, and Mr. Carl Lampe, son of a well-known Bangkok pilot.

SPECIMEN of original wilt from Saturday's *China Mail*!—"The little small Chinese contrabandist in Hongkong harbour showed all his bunting to-day in honour of the Emperor's birthday—not the Dowager Empress, we understand, but the plain, ordinary, common-or-garden Emperor."

It appears, according to a Sandakan correspondent, that Brother Pollock, who was a passenger to British North Borneo by the *Mamoon* on her last trip, intends to practice in Sandakan for a few months. "Probably until Hongkong has somewhat recovered from the plague scare."

RESIDENTS at Kowloon were enlightened on Saturday night by a much-needed treat—Our Very Own Band, which performed an excellent selection of music in capital style. We believe that the Band of the Hongkong Regiment will play twice a month at Kowloon throughout the summer.

WE are assured by the most reliable authorities that the deaths from bubonic plague in Canton from the 1st January to the 30th June totalled over 18,000. The ordinary Canton death-rate is a trifle over a thousand per month. The deaths in Hongkong from plague up to date are estimated by the Chinese, who know something about the subject, to range between six and eight thousand.

Juggles—Another half-don't blessing errors creep into the columns of the *Shan* on Saturday night.

Muggins—Why, don't you know that 'Brownie's' proof-reader has gone to Korea as special Wre Correspondent? The *Shan* is going to bring him now, I can tell you.

Juggles—It's about time it did, or it will die of dullness and inanition.

THERE were only five competitors for the Hongkong Rifle Association's "Long Range" contest on Saturday afternoon. Commander Ashe, R.N., eventually proving successful by scoring 39 at the eight and 31 at the nine hundred yards, which, with a handicap allowance of five points, brought up his total to 75. Captain Moore, 12 points allowed, made 36 and 24 respectively at the two ranges, and was a good second with a total of 79 points.

On the authority of Capt. Forbes, Superintendent of the Nippon Yusen Kaisha's steamers, the foreign vessels lately purchased, with their Japanese names, are as follows:—

<i>Factor</i> .....	re-named <i>Meiji-maru</i> .
<i>Domed</i> .....	<i>Gensan-maru</i> .
<i>Moray</i> .....	<i>Yamaguchi-maru</i> .
<i>Harpies</i> .....	<i>Soy-maru</i> .
<i>Dardanus</i> .....	<i>Okura-maru</i> .
<i>Tartar</i> .....	<i>Kokura-maru</i> .
<i>Penguin</i> .....	<i>Sakura-maru</i> .
<i>Myosin</i> .....	<i>Hinokimaru</i> .
<i>Myosin</i> .....	<i>Shikimaru</i> .

THE excitement amongst Chinese official circles in Shanghai to-day, says the *China Gazette* of last Thursday, was greater than it has been any day since the trouble arose, and the Tientsin and his staff were up all night, we hear, waiting for telegrams from Tientsin. We believe that the entire Peking squadron, portions of which have been scattered about at various places between Chiao and Cheung, has been 're-deployed' in Korean waters while the next day or two, they are waiting for the victory of the Japanese were about to take some decisive steps to force his hand. The Chinese are vastly excited and the popular voice is loud in favour of war, but is angry that it should be left to Japan to declare it.

We learn that Mr. J. Jones, warden of Victoria Gaol, has resigned after 21 years' service, and will leave for home on a portion of about £150 per annum in the English mail on Thursday. He will be temporarily succeeded by Mr. James Hodge, head turnkey, until a new warden arrives from England. Why a new man should be brought out from home to fill this important position in the Gaol is not clear, seeing that local experience and an acquaintance with the Chinese language are distinct advantages in a goal almost entirely stocked with Chinese prisoners. But, of course, the most expensive course is always the best to follow in all events. It is the case invariably followed—in this colony. Mr. Hodge is an officer of extensive experience, an exceptionally well conducted and reliable man, and for the position he has been selected should have certainly entitled him to the best consideration of the Government.

THE P. & O. S. N. Co.'s steamer *Java* left Singapore for this port on the 26th inst. at 6 p.m.

THE *Shanghai Mercury* of July 23rd bears that in the event of war between China and Japan, the China Merchants' Co.'s steamers will be 'laid up.'

Drs. AOYAMA and KITASATO are to be represented with a gold cup by their admirers at Nagasaki in recognition of their investigations at Hongkong into the plague bacillus.

THE steamship *Adygea* arrived at Kobo from this port on the 21st, after a passage of eight days, and was at once placed in quarantine at Wada Point, but for one day only.

The manager of the mines at Raub wired to Singapore on the 23rd instant:—"Crushing finished. 1,400 tons of stone realised 355 ounces of smelted gold. Battery stopped for erecting additional eight stamps."

WORKING cargo on Sundays in British North Borneo, unless under special permit from the authorities, has been prohibited, under penalties up to a fine of \$1,000 or imprisonment for one month. Permits are issued at from three to five dollars per hour.

HUEN FUCHANG, late Chinese Minister to Great Britain, &c., died very suddenly at Shanghai on Saturday the 21st inst. He had only recently returned from Europe and was preparing to leave Shanghai for his native place when he was taken ill.

ACCORDING to a telegram in a Japanese paper, Nagasaki, July 20th, the Nagasaki Coal Co. has reported 1800 tons of Kanetsu and Hirado coals to Shanghai by the British steamer *Malta*, and another British steamer has taken coal to Shanghai from Kuchinotsu.

SEVEN balls of raw opium picked up in the harbour about two months ago by a *lukung*, and for which the Opium Farmer's offer was declined, were burnt last Friday night by Inspector Corcoran, chief of the Water Police, by order of the Government issued through the Captain Superintendent of Police.

THE Nippon Yusen Kaisha mail steamer *Kobu Maru*, which left Kobo on the 21st at daylight for Shanghai, was stopped at Nagasaki, and her mails and passengers were probably taken on to their destination by the British steamer *Anger*, which is under charter to the Nippon Yusen Kaisha, and was circulated for despatch from Kobo on the 22nd inst.

The Japanese paper *Hochi Shimbun* notices a decrease of five million yen in the specie reserve of the Nippon Ginko during the last few weeks; nearly two millions went in the week ending on the 25th. The contemporary attributes part of this to the balance of trade being against Japan of late, but mainly to Government expenditures in connection with Korean affairs.

THE Imperial Chinese Telegraph Administration notify that from to-day and until further notice, no telegrams respecting the China-Japan war, and no code telegrams of any description, can be accepted. Code telegrams are also prohibited over the Sharp Peak-Kochi line, and no telegrams for Foochow will be forwarded unless written in plain English.

Editor of *Daily Wai*—"I'm going to make our paper very attractive in future."

Editor—"By jumping in a lot of the pictorial 'ads' we used to fill space with some years ago. It's so hard to fill up with good reading matter now-a-days."

THE *Kobe Chronicle* says that the Ono Naval Yard, which the Government establishments just now, is reported to be very busy, by the fitting out of torpedo-boats in hand, seventeen have already been completed, and the remaining two will soon be out of hand. The labourers employed in the yard have been increased from five to seven hundred, and work in the various departments is being pushed forward night and day.

A CHINESE local contemporary is stated to have received a telegram from Shanghai this forenoon to the effect that it was the Indo-China Co.'s steamer *Kowshing*, and not the China Merchants' *Toosan*, which was sunk by the Japanese war-ships on the 25th inst., whilst conveying Chinese troops to Korea. According to the Chinese paper, over a thousand lives were lost, boats from a French gunboat picking up forty men.

THE *Strait Times* of the 23rd inst. reports that the British ship *Abbie S. Hart*, bound from Hilo to Delaware Bay with a cargo of sugar, stranded on Lucipara reef in the Straits of Banca, early this month, upon which the steamer *Pras* Van Bylandt went to her assistance. The steamer, which was the *Abbie S. Hart* of the Dutch East India Co., was towed by the *Pras* Van Bylandt, and was repaired, and would have to be discharged and go into dock there.

THE following are the weights for the One Mile Handicap at next Saturday's Gymkhana:—  
Mr. J. M. Forbes' g. Glenalra, 12st. 8lb.  
Mr. David Gilles' g. Silver King, 12st.  
Mr. R. Fraser-Smith's d. Duart, 11st. 13lb.  
Mr. Cruickshank's g. Hovey, 11st. 5lb.  
Mr. West's b. c. Viper, 11st. 5lb.  
Mr. R. Fraser-Smith's b. c. Black Douglas, 10st. 13lb.  
Mr. M. Gray's g. Exile, 10st. 12lb.  
Mr. Cruickshank's b. c. Gungahene, 10st. 10lb.  
Mr. R. Fraser-Smith's g. Catterthun, 10st. 8lb.  
Mr. Salop's b. c. Old Glen, 10st.

A RUMOUR now current in native circles, says the *N. C. Daily News*, is that the Chinese commanders find that the Japanese have so strongly fortified the approaches to Korean treaty ports that they consider it safer for an attacking expedition not to land at Yashan, or Troch Hill, 70 miles from Chemulpo. Another rumour is that Ming-chuan has already arrived at Yashan, and will go on to Kihon, having been met by Imperial orders, the supreme commander of the forces of the three north-eastern provinces (Pang-tao, Kihon and Hellingchiang), while the leader of the troops in Korea will be General Sang, commander-in-chief of the Viceroy Li's special troops, bearing the name of his earldom of Shunli. This last report comes, it is said, from reliable sources.

THE proposal for the United States Consul-General in Yokohama to take the Chinese residents under his wing and the protection of the Stars and Stripes during the Korean complications has been under consideration. Mr. W. W. Melver, the Consul-General, on being interviewed by a representative of the *Japan Gazette*, admitted that such was the case, but considered that his power could only go to the extent of taking charge of the Chinese Consular records. Without special instructions from Washington and the consent of the Japanese Government it was out of the question for him attempting to assume judicial protection over Chinese subjects. And was having been declared, there can be little doubt that all the Chinese in the treaty ports have already been requested to leave by first opportunity.

THE French flag-ship *Bayard* arrived at Yokohama on the 20th inst.

THE China Merchants' steamer *Fushun* still remains in port, waiting orders from Shanghai.

THE Formosa Government's steamer *Cass* went up to Canton yesterday to take in troops etc., for Keelung.

THE locally well-known steamship *Avocle* changed ownership at Kobo on the morning of the 21st inst., and now flies the Japanese flag.

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY.

The fifty-sixth ordinary half-yearly meeting of shareholders in the above company was held at the Company's office, Bank Buildings, at noon to-day. The Hon. E. R. Bellion, (Chairman) presided, and there were also present Messrs. F. A. Gomez, J. Kramer, H. Hopplis, and Poon Pong, (Directors), Mr. T. Arnold, (Secretary). Messrs. J. J. Gomez, W. Ho, Chun Chai, A. T. Gomez, J. de Silva, E. J. Moore, Capt. A. Tillett, James H. Cox, F. Henderson, C. Fenwick, H. E. R. Hunter, and J. D. Humphreys.

The Secretary read the notice convening the meeting.

The Chairman, in addressing the shareholders, said—Gentlemen, the report has now been in your hands for some days and with your permission will be taken as read. With regard to the earnings of our steamers, I may say that collectively our gross receipts show about \$7,000 improvement on those of the first half of 1893. As stated in the report, however, expenses have been heavier. In the first place our coal contract is some 33 per cent. in advance of last year's rate; then again, owing to the low rate of exchange, the remittance for our insurance this year cost us about \$3,000 more than it did last year, and for the same cause there has been a material advance in the prices of ship-chandlery and almost every article used in the Company's business.

The result of all this has been an increase of expenditure amounting to something like \$14,000; still, but for the recent epidemic, not withstanding this increase of running expenses, we would have been able to show you a decided improvement upon the earnings of last year. The receipts for the months of May and June on all the lines show a heavy falling off both as compared with the same months last year and the first four months of the current year, and your Directors estimate the loss of business to the Company during those two months, when the plague was at its height, at not less than \$15,000. All things considered, then, I think we may congratulate ourselves upon the fact that our net earnings only show a decrease of about \$2,000, harping again upon an old grievance, I regret to say that there is still no improvement in the position of affairs regarding the differential duty question, but shareholders may well upon it that this important matter will not be allowed to drop. The item of repairs is somewhat heavy, but here again I think we are adversely affected by the low rate of exchange. Nothing, however, has been done but what was absolutely necessary for the proper up-keep of the steamers, and to comply with the law. But for the Shipping Ordinance some of this expense might, perhaps, be avoided without detriment to the steamers. The new propellers for the *Hongkong*, though expensive at the time, will in the long run save money. The *Kiangchow*, which has been lying idle for a long time, has now been disposed of. Your Directors had hoped to realise her to better advantage, but as by the conditions of her sale she would have been precluded from river traffic and the expenditure of a considerable sum would have been necessary to fit her for any other trade, it was thought best, bearing in mind the fact that she was costing the Company some \$150,000 a year, to accept an offer to purchase her for breaking up. She is now expanded from our books, and the Company's fleet stands at the round figure of 61, or, roughly speaking, about ten guineas a ton. I do not think that there is anything more that I can usefully add, but before putting the adoption of the report and accounts to the meeting, I shall be happy to answer any questions that may suggest themselves to shareholders.

Captain Tillett—I see you have a very large sum of money (\$225,000) in the Bank of China, Japan and the Straits, Limited, as a fixed deposit. Is it there on fixed deposit or as a loan?

The Chairman—Is that all you wish to know?

Captain Tillett—No, I have a few other questions to ask.

The Chairman—The money is on fixed deposit, for which the Company holds ample collateral security in the shape of Bank shares (i.e. shares of the Hongkong and Shanghai Banking Corporation).

Captain Tillett—We've got a lot of capital, about £1,276,000 sterling, almost idle, bringing in interest at, say, 6 per cent. per annum. No doubt it is a very interesting interest on safe investments, but it seems to me this should be reduced so that the shareholders could have more benefit from it. I think such a large amount should not be locked up in this way. There seems no reason why the present shareholders should not reap the benefit of a return of a substantial amount. I'd like to know what the Board think about it?

The Chairman—A few months ago we received a suggestion of this kind from Shanghai shareholders. Your directors replied to that communication that they were awaiting an opportunity to return some of the capital, but since then it has not been advisable to do so. It may be necessary later on to build ships suitable for the West River trade, about which, as shareholders know, the Chamber of Commerce has been in correspondence with the British Government for a long time. If that does not come off, then we will call a meeting of shareholders to obtain their views on the subject of a return of capital.

Captain Tillett—How long do you suppose we shall have to wait?

The Chairman—The Chamber of Commerce has been pressing the matter on the attention of the Government of late, and when we last heard about it our information was to the effect that the Chinese have very recently forwarded an urgent letter to Lord Rosebery insisting on the necessity of the West River being opened up to the commerce of the world without delay. Surely shareholders would not wish to stultify themselves by withdrawing capital now and then when the West River is thrown open and the funds to build ships!

Mr. Fenwick—We could raise money on debentures.

Captain Tillett—It seems to me that the pressure in connection with the West River project has no more effect than the interminable negotiations in respect to the Woosung Bar. We don't seem to get ahead at all, and there is less hope of success now owing to the dispute between China and Japan. The question is, whether in the near future some return of capital should be made and then, if necessary, as suggested by some of you just now, raise money on debentures later on.

The Chairman—Time must be allowed for the consideration of such matters.

Captain Tillett—I should be the last to press the question unduly, but I think something should be done.

The Chairman—It would be more dignified to use our own money.

Captain Tillett—It all seems wholly problematical about the West River and its opening may not be realised in our lifetime.

Mr. Fenwick—The same excuse has been made over and over again. I think the directors should seriously consider the question.

After a good deal of further discussion, during which the Chairman referred to "the bumptiousness of the Chinese Government" and expressed the hope that it would be more amenable to reason at the present critical juncture than heretofore, it was finally decided that Captain Tillett should put his question in the form of a resolution at the next half-yearly meeting of the Company, and that if the meeting was in favour of the proposal an extraordinary meeting of shareholders would be promptly called to decide upon steps to be taken. The Chairman in the course of his remarks referred to the opposition of small Chinese-owned steamers on the Canton river, and added that it might be ultimately found expedient to run steamers on the Yangtze River. Captain Tillett, however, advised the Chairman not to enter upon such a risky undertaking.

Mr. Cox—I am the Chinese Government bound to open the West River?

The Chairman—Yes, probably as a *quid pro quo* for something else.

Upon the motion of the Chairman, supported by Mr. Fenwick, the report and accounts were adopted unanimously.

Messrs. Gomez and Poon Pong were re-elected directors, and Messrs. A. O'D. Gourdlin and F. Henderson re-appointed auditors for the ensuing half year.

The Chairman—That concludes the business of the meeting. Dividend Warrants will be ready at 2 a.m. to-morrow.

## THE NAVAL YARD POLICE.

## THE LORDS COMMISSIONERS' DECREE.

We understand that radical changes are about to be effected in the constitution and pay of the Naval Yard Police Force, in accordance with instructions recently received by Commodore Seymour from the Lords Commissioners of the Admiralty. From what we can gather the new orders are the result of a petition forwarded to the Admiralty some months ago by the members of the local Naval Yard Police







## The Share Market.

LATEST QUOTATIONS.	
BANKS.	
Hongkong and Shanghai Bank.—98 per cent.	prem. sellers.
The National Bank of China, Ltd.—on £8.00.	paid up.—52½ sellers.
The National Bank of China, Ltd.—Founders' shares, nominal.	
The Bank of China, Japan & the Straits, Ltd.—nominal.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares.—£5, buyers.	
CHINESE LOANS.	
Chinese Imperial Loan of 1886 E.—11 per cent. premium.	
MARINE INSURANCES.	
Union Insurance Society of Canton.—\$125 per share, sellers.	
China Traders' Insurance Company.—\$64 per share, buyers.	
North China Insurance.—Tls. 167½ per share, sales and sellers.	
Canton Insurance Company, Limited.—\$137 per share, buyers.	
Yantai Insurance Association.—\$70, buyers.	
On Tai Insurance Company, Limited.—Tls. 15 per share.	
The Straits Insurance Co., Ltd.—\$16 per share, sellers.	
FIRE INSURANCES.	
Hongkong Fire Insurance Company.—\$180 per share, buyers.	
China Fire Insurance Company.—\$79 per share, sellers.	
The Straits Fire Insurance Co., Ltd.—\$20 per share, sales.	
SHIPPING.	
Hongkong, Canton, and Macao Steamboat Co.—\$27 per share, buyers.	
China and Manila Steam Ship Company.—\$65, buyers.	
Indo-China Steam Navigation Company, Limited.—\$34, sellers.	
Douglas Steamship Company.—\$51, sales and buyers.	
China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.	
China Mutual Shippers Co., Ltd.—(Ordinary)—\$1 per share, nominal.	
REFINERIES.	
China Sugar Refining Company, Limited.—\$160 per share.	
Luzon Sugar Refining Company, Limited.—\$48, buyers.	
MINING.	
Punjab Mining Co.—(Ordinary)—\$64 per share, sales and sellers.	
Punjab Mining Co.—(Preference)—\$1.70 per share, buyers.	
The Roub Gold Mining Co., Limited.—\$5 per share, sales and buyers.	
The New Balmoral Gold Mining Co., Limited.—\$1.90 per share, sellers.	
Société Française des Charbonnages du Tonkin.—\$80 per share, sellers.	
The Teleph Mining and Trading Co., Limited.—\$44, sales and buyers.	
DOCKS, WHARVES AND GODOWNS.	
Hongkong and Whampoa Dock Company.—85 per cent. premium, sales and buyers.	
Geo. Fenwick & Co., Limited.—\$20 per share, buyers.	
Hongkong and Kowloon Wharf and Godown Company.—\$37½ per share, sales and buyers.	
Wanchai Warehouse Co., Ltd.—\$40 per share, sellers.	
HOTELS.	
Hongkong Hotel Company.—\$11 per share, sellers.	
Hongkong Hotel Co.'s Six per cent. Debentures \$501.	
The Shamshien Hotel Co., Limited.—nominal.	
LANDS AND BUILDING.	
The Kowloon Land Investment Co., Limited.—\$20 per share, sellers.	
The Hongkong Land Investment Co., Limited.—\$51, sales and buyers.	
The West End Buildings Co., Limited.—\$24 per share, sellers.	
Humphreys' Estate and Finance Co., Ltd.—\$14 per share, sellers.	
DISPENSARIES.	
A. S. Watson & Co., Limited.—\$10.15, sales and buyers.	
Dakin, Crockett & Co., Limited.—\$14 per share, buyers.	
MISCELLANEOUS.	
Hongkong Dairy Farm Co., Limited.—\$6 per share, sellers.	
H. G. Brown & Co., Limited.—\$4 per share, buyers.	
Hongkong Rope Manufacturing Company, Limited.—\$105 per share, buyers.	
Hongkong Gas Company.—\$125 per share, buyers.	
Hongkong Ice Company.—\$78 per share, sellers.	
Hongkong and China Bakery Company, Limited.—\$40 per share, sellers.	
The Hongkong Brick and Cement Co., Limited.—\$4 per share, buyers.	
The Green Island Cement Co.—\$54, sales and buyers.	
The Hongkong Electric Light Co., Limited.—\$4.75, sellers.	
The Hongkong High-Level Tramway Co., Limited.—\$70, buyers.	
Campbell, Moore & Co., Ltd.—\$4 per share, sellers.	
EXCHANGE.	
ON LONDON.—Bank, T. T. ....2/1	
Bank Bills, on demand .....2/1½	
Bank Bills, at 4 months' sight .....2/1½	
Credits at 4 months' sight .....2/1½	
Documentary Bills, at 4 months' sight .....2/2½	
ON PARIS.—Bank Bills, on demand .....2.64	
Credits, at 4 months' sight .....2.69	
ON INDIA.—T. T. ....194	
On Demand .....194½	
ON SHANGHAI.—Bank, T. T. ....74	
Private, 30 days' sight .....75	
Sovereigns (Bank's buying rate) .....93.35	
Silver (per oz.) .....28½	

## VISITORS AT THE HONGKONG HOTEL.

Mr. A. Anderson.	Mr. T. Mitchell.
Rev. S. A. Bayle.	Mr. F. D. Mitchell.
Mr. P. C. Birch.	Mr. Oscar Nood.
Miss R. Clifton.	Captain E. Peck.
Dr. V. Deneberg.	Mr. F. E. Shean.
Mr. W. A. Duff.	Mr. A. Voss.
Mr. J. Kinghorn.	Mr. W. Whitley.
Mr. R. Lall.	Dr. D. W. Wymer.
Mr. C. E. Mehta.	

## VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Dr. Bearblock.	Mr. MacLean.
Miss Coe.	Dr. Meaden.
Mr. H. L. Dalrymple.	Mr. Medhurst.
Mr. Delbanco.	Capt. and Mrs. Moore.
Mr. Dineale.	Mr. H. Nicolle.
Mr. J. Dowling.	Mr. W. Parfitt.
Mr. Farquharson.	Mrs. Perkins.
Mr. Geo. Fenwick.	Mrs. Robinson and children.
Dr. Forbes.	Mr. F. H. Slaghek.
Mr. Fullerton.	Mr. & Mrs. A. Smith.
Rev. & Mrs. Hamilton.	Mr. & Mrs. A. Smith.
Mr. W. S. Harrison.	Mr. Stokes.
Mr. Geo. Holmes.	Capt. & Mrs. Welman.
Mr. Jones.	

## MAILS EXPECTED.

**THE GERMAN MAIL.**  
Norddeutscher Lloyd Co.'s steamer *Sachsen* with the outward German mail, left Singapore on the 26th instant at 7 a.m., and may be expected here to-day.

**THE AMERICAN MAIL.**  
The P. & O. S. N. Co.'s steamer *Peru*, with mails, &c., from San Francisco on the 17th instant, left Yokohama on the 26th at daylight, and may be expected here to-morrow.

The O. & S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port via Yokohama, on the 17th instant.

**NORTHERN PACIFIC MAIL.**  
The Northern Pacific steamship Co.'s steamer *Victoria* left Tacoma for this port, via Japan, on the 25th instant.

**THE CANADIAN MAIL.**  
The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the 17th instant for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Yava* left Bombay on the 14th instant, and may be expected here on the 1st proximo.

The 'Shire' line steamer *Denbighshire* left Singapore on the 26th instant, and may be expected here on the 1st proximo.

The 'Glen' line steamer *Glenarriff* left Singapore on the 28th instant, and may be expected here on the 3rd proximo.

The China Mutual steamer *Oanfa*, from Glasgow and Liverpool, passed the Canal on the 11th instant, and may be considered due at Singapore on or about the 29th.

The P. & O. S. N. Co.'s steamer *Japan* left London for this port on the 13th instant.

## HONGKONG TEMPERATURE.

(From Messrs. Geo. Fenwick & Co.'s Register.)	To-day.
Barometer—4 p.m.	29.80
Thermometer—4 p.m.	86.74
Thermometer—8 a.m.	79
Thermometer—4 p.m.	85
Thermometer—4 p.m. (Wet bulb)	81
Thermometer—1 p.m. (do)	84
Thermometer—6 a.m. (do)	74
Thermometer—Maximum	85
Thermometer—Minimum (overnight)	80

## Shipping.

ARRIVALS.	
ALWING, German steamer, 400, J. Jensen, 28th July.—Pakhoi 25th July, and Hothow 27th, General.—Wleler & Co.	
TAKSANG, British steamer, 977, W. H. Freeman, 29th July.—Canton 29th July, General.—Jardine, Matheson & Co.	
PRESTO, German steamer, 655, C. Sthar, 29th July.—Tientsin 23rd July, Bone.—Butterfield & Swire.	
KRIEMHILD, German steamer, 1,750, Th. Ford, 29th July.—Kobe 23rd July, General.—Siemssen & Co.	
STRATHGIRY, British steamer, 1,838, R. Forsyth, 30th July.—Hongkong 27th July, Coals.—Jardine, Matheson & Co.	
E-SANG, British steamer, 1,127, Geo. Payne, 30th July.—Canton 24th July, General.—Jardine, Matheson & Co.	
SWATOW, German steamer, 655, H. Brönsen, 30th July.—Cebu 25th July, Sugar.—Melchers & Co.	
ENERGIA, British steamer, 2,660, Law, 30th July.—Singapore 20th July, General.—Dadwell, Carill & Co.	
CLEARANCES AT THE HARBOUR OFFICE.	
<i>Fooksang</i> , British steamer, for Foochow.	
<i>Strathgiry</i> , British steamer, for Canton.	
<i>Bygdø</i> , Norwegian steamer, for Bangkok.	
<i>Proper</i> , German steamer, for Saigon.	
<i>La Schep</i> , German steamer, for Yokohama.	
<i>De Schep</i> , American ship, for New York.	
<i>Taksang</i> , British steamer, for Singapore, &c.	
DEPARTURES.	
July 28, <i>Cass</i> , Chinese steamer, for Canton.	
July 29, <i>Doria</i> , German steamer, for Amoy.	
July 29, <i>Tientsin</i> , British steamer, for Shanghai.	
July 29, <i>Lokang</i> , British steamer, for Amoy.	
July 29, <i>Lyderhorn</i> , Norwegian steamer, for Kobe.	
July 29, <i>Phra Chom Klao</i> , British str., for Swatow and Bangkok.	
July 29, <i>Hongay</i> , British steamer, for Kobe and Yokohama.	
July 29, <i>Hanoi</i> , French steamer, for Hothow and Hainan.	
July 30, <i>Surat</i> , British steamer, for Shanghai.	
July 30, <i>Daphne</i> , German str., for Yokohama.	
July 30, <i>Takung</i> , British steamer, for Singapore, Samarang, and Sourabaya.	
PASSENGERS—ARRIVED.	
Per <i>Kriemhild</i> , from Kobe.—Messrs. Harman, Benson, Prentice, and Woblaugh.	
Per <i>Energia</i> , from Singapore.—10 Chinese.	
DEPARTED.	
Per <i>Surat</i> , from Hongkong for Shanghai.—Mrs. H. H. Joseph and 2 children, Messrs. Wong Chong An, Wong Sub So, Sen Sang Que, Cheok Tang Shek, Kwan Kwan Cheok Man, Tang Tai Woon, Chan Tai Yui, Chan Tong Yick, and Ling Quon-po. From London.—Rev. E. W. Oakes, and Mr. R. Buckle. From Brindist.—Mr. E. Ferrario. From Penang.—Mr. and Mrs. Goring.	
REPORTS.	
The German steamship <i>Swatow</i> reports that she left Cebu on the 25th instant. From Cebu to port had fine weather.	
The British steamship <i>E-sang</i> reports that she left Cebu on the 24th instant, and had fine clear weather throughout. On the 27th instant passed the steamship <i>Viking</i> , bound south.	

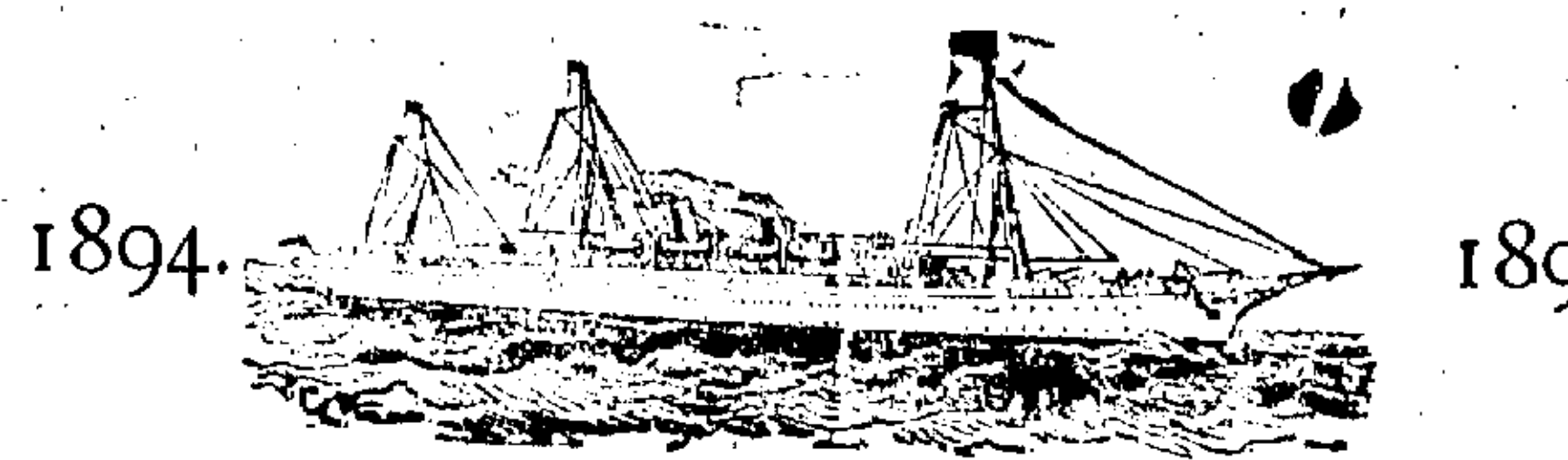
## Post Office.

A MAIL WILL CLOSE—  
For Bangkok.—Per *Bygdø* to-morrow, the 31st instant, at 9.30 A.M.  
For Swatow, Amoy, and Tamsui.—Per *Formosa* to-morrow, the 31st instant, at 11.30 A.M.  
For Sandakan and Kudat.—Per *Memnon* to-morrow, the 31st instant, at 3.30 P.M.  
For Saigon.—Per *Desima* to-morrow, the 31st instant, at 4.30 P.M.  
For Bangkok.—Per *Phra Chom Klao* on Wednesday, the 1st August, at 9.30 A.M.  
For Straits and Calcutta.—Per *Chalydra* on Wednesday, the 1st August, at 11.30 A.M.  
For Amoy, Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Belgic* on Wednesday, the 1st August, at 12.30 P.M.  
For Thursday Island, Townsville, Cooktown, Brisbane, Sydney, and Melbourne.—Per *Taiwan* on Wednesday, the 1st August, at 2.30 P.M.  
For Hothow and Pakhoi.—Per *Alwina* on Wednesday, the 1st August, at 5 P.M.  
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.—Per *Gulhris* on Thursday, the 2nd August, at 2.30 P.M.  
For Shanghai.—Per *Pelyang* on Wednesday, the 1st August, at 3.30 P.M.  
For Straits and Bombay.—Per *Bisagno* on Thursday, the 2nd August, at 10.30 A.M.  
For Europe, India, &c., via Bombay.—Per *Clyde* on Thursday, the 2nd August, at 11 A.M.  
For Singapore.—Per *Kriemhild* on Thursday, the 2nd August, at 3.30 P.M.  
For Nagasaki, Kobe, and Yokohama.—Per *Ancona* on Friday, the 3rd August, at 11.30 A.M.  
For Kobe and Yokohama.—Per *Gwalior* on Saturday, the 4th August, at 11.30 A.M.  
For Kobe.—Per *Lyderhorn* on Monday, the 6th August, at 5 P.M.  
For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Sikh* on Tuesday, the 7th August, at 11.30 A.M.  
For Europe, &c., Australia, India, Old Madras.—Per *Caladonia*, on Wednesday, the 8th August, at 11 A.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 15th August, at 11.30 A.M.

## SHIPPING IN HONGKONG.

STEAMERS.	
AGNES, French steamer, 290.—Geo. R. Stevens.	
ARIARI MARU, Japanese steamer, 2,830, Hellstrom, 28th July.—Kochichino 21st July, Coals.—Mitsui Bussan Kaisha.	
BELGIC, British steamer, 2,695, Wm. H. Walker, 29th July.—San Francisco 28th June, and Yokohama 19th July, Mails and General.—O. & S. S. Co.	
BENLOUE, British steamer, 1,860, J. D. Starch, 29th July.—Moff 20th July, Coals.—Gibb, Livingston & Co.	
BISAGNO, Italian steamer, 1,498, E. Barabino, 29th July.—Singapore 20th July, General.—Carlowitz & Co.	
BYGDØ, Norwegian steamer, 730, C. Brekke, 29th July.—Bangkok 19th July, Rice.—Wleler & Co.	
CHELYDRA, British steamer, 1,574, R. Cass, 29th July.—Calcutta 11th July, and Singapore 21st, General.—Jardine, Matheson & Co.	
CHOWFA, British steamer, 1,057, F. W. Phillips, 29th July.—Bangkok 22nd July, General.—Yuen Fat Hong.	
DECIWA, German steamer, 655, Christensen, 29th July.—Saigon 22nd July, Rice.—Siemssen & Co.	
FAME, British steamer, 117, Captain Stopani.—Hongkong and Whampoa Dock Co.'s tug.	
FORMOSA, British steamer, 670, A. J. Robson, 28th July.—Amoy 26th July, and Swatow 27th, General.—D. Laprak & Co.	
FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 29th July.—Canton 27th July, General.—C. M. S. N. Co.	
GWALIOR, British steamer, 1,648, C. F. Denny, 29th July.—Kobe 19th July, General.—P. & O. S. N. Co.	
MEMNON, British steamer, 926, Branch, 21st July.—Sandakan B.N.B., 15th July, Timber.—Butterfield & Swire.	
MONKUT, British steamer, 859, N. Chichester, 20th July.—Bangkok, and Koh-si-chang 10th July, Rice and General.—Yuen Fat Hong.	
NORMANHURST, British steam-launch, 55, Anchoa, 1st June.—Sandakan 26th May.	
NURMBERG, German steamer, 3,207, H. Valtier, 28th July.—Yokohama 17th July, R. 19th, Nagasaki 21st, and Foochow 26 Mails and General.—Melchers & Co.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 29th July.—Bangkok 17th July, and Koh-si-chang 10th, and Hothow 26th, General.—Yuen Fat Hong.	
PRAVA, 130, Captain MacIsaac.—Hongkong Government Tender.	
RIVERSDALE, British steamer, 1,311, Ed. Peck, 13th June.—Hongkong 10th June, Coals.—Jardine, Matheson & Co.	
SIXH, British steamer, James Rowley, 27th July.—Tacoma 3rd July, Yokohama 18th, and Heli 20th, General.—Doddwell, Carill & Co.	
TAIWAN, British steamer, 1,109, Anderson, 24th July.—Swatow 23rd July, General.—Butterfield & Swire.	
SAILING VESSELS.	
CALBE CURTIS, American schooner, 31, Brake, 15th June.—Yap (Caroline Islands) 29th May, General.—Order.	
COMET, Nicaraguan barque, 600, J. Kirk, 26th June.—Manila 15th June, Sugar.—Shewan & Co.	
ROHNO SURY, Hawaiian bark, 808, D. Mahony, 18th June.—New York 13th March, Kerosene Oil.—Shewan & Co.	
HIDDEREL, British four-masted ship, 2,500, Woodcock, 25th June.—New York 28th Feb., Kerosene Oil.—E. D. Sassoon & Co.	
JAPAN, Italian bark, 365, Bartolomeo Guaravino, 22nd June.—Callao 22nd April, Ballast.—Order.	
KITTY, British bark, 916, Wilson, 14th July.—Kagawa 28th June, Timber.—Gibb, Livingston & Co.	
LA SCHEPP, American ship, 1,776, Chas. S. Kendall, 17th May.—New York 1st January, Kerosene Oil.—Reuter, Brockmann & Co.	
SEBASTIAN BACH, German barque, 823, Hansen, 23rd July.—Rajang 9th July, Timber.—Wleler & Co.	
SILVERHORN, British ship, 1,853, Gibson, 26th July.—Shanghai 13th July, General.—Shewan & Co.	
SUCQUEHANNA, American ship, 1,468, Sewall, 19th July.—New York 28th March, Kerosene Oil.—Reuter, Brockmann & Co.	

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
*EMPRESS OF CHINA*—Comd. R. Archibald, R.N.R.—WEDNESDAY, 15th August.  
*EMPRESS OF INDIA*—Comd. O. P. Marshall, R.N.R.—WEDNESDAY, 5th September.  
*EMPRESS OF JAPAN*—Comd. G. A. Lee, R.N.R.—WEDNESDAY, 3rd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers brought through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.  
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.  
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th July, 1894. D. E. BROWN, General Agent, Pedder's Street.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.  
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
*Belgic* (via Amoy, Nagasaki, Kobe, Inland Sea and Honolulu) ..... Wednesday, 1st Aug., at 1 P.M.  
*Oceanic* (via Nagasaki, Kobe, Inland Sea and Honolulu) ..... Tuesday, 21st Aug., at 1 P.M.  
*Gaulle* (via Nagasaki, Kobe, Inland Sea and Honolulu) ..... Tuesday, 19th Sept., at 1 P.M.

## THE Steamship.

"BELGIC"  
will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 1st August, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 30th July 1894.

## FOR SALE.

JAPAN HAND-MADE PAPERS,  
JAPAN PRINTING PAPERS,  
JAPAN COPYING PAPERS,  
JAPAN WALL PAPERS.  
&c., &c., &c.

## PRICES VERY MODERATE.

ORDERS respectfully solicited by the Under-

signed.

MITSUBI BUSSAN KAISHA,

5, Queen's Road Central.

Hongkong, 3rd January, 1894.

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.  
**PROPOSED SAILINGS FROM HONGKONG.**  
*Peru* (via Nagasaki, Kobe, Inland Sea and Honolulu) ..... Saturday, 11th Aug., at 1 P.M.  
*City of Rio de Janeiro* (via Nagasaki, Kobe, Inland Sea and Honolulu) ..... Wednesday, 29th Aug., at 1 P.M.  
*City of Peking* (via Nagasaki, Kobe, Inland Sea and Honolulu) ..... Wednesday, 19th Sept., at 1 P.M.

## THE U. S. Mail Steamship.

"PERU"  
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA & YOKOHAMA, on SATURDAY, the 11th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous